





# Today's Advertisements.

## NOTICE.

### THE SINGER MANUFACTURING COMPANY.

THE Undersigned having been appointed  
SOLE AGENT in HONGKONG for the  
above-named Company, has now in Stock a  
variety of SEWING MACHINES, also neces-  
sary Implements and Accessories, which are  
now on View at his Office No. 1, Duddell  
Street.

GEO. R. STEVENS.  
Hongkong, 6th September, 1897. [1361]

### PACIFIC MAIL STEAMSHIP COMPANY.

## NOTICE.

CONSIGNEES of CARGO per Steamship  
"CHINA,"  
are hereby notified that their Goods are being  
landed and stored at their risk in the Company's  
Godowns at Wharf, from whence delivery  
may be obtained on countersignature of Bills of  
Lading.

Goods remaining unclaimed after the 11th  
instant will be subject to rent.  
No Fire Insurance will be effected.  
J. S. VAN BUREN,  
Agent.  
Hongkong, 6th September, 1897. [1362]

## NOTICE TO CONSIGNEES.

### THE P. & O. S. N. Co.'s Steamship

### "RAVENNA,"

### FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Wharf, from whence  
delivery may be obtained on countersignature of  
Bills of Lading.

This vessel brings on Cargo—  
From London, &c., ex S.S. *Ballaarat* and  
*Roma*.  
From Australia, ex S.S. *Valletta*.  
From Persian Gulf, ex S.S. *Assyria*, *Khan-  
dalla* and *Nasir*.  
From Zanzibar, ex S.S. *Canara*.

Optional Goods will be landed here unless  
instructions are given to the contrary before 4  
P.M. TO-DAY.

Goods not cleared by the 11th instant at 4  
P.M. will be subject to rent.  
No Fire Insurance will be effected by me in  
any case whatever.

All damaged Packages must be left in the  
Godowns and a certificate of the damage  
obtained from the Godown Company within ten  
days after the Vessel's arrival here, after which  
no Claims will be recognized.

H. A. RITCHIE,  
Superintendent.  
Hongkong, 6th September, 1897. [1363]

## NOTICE TO CONSIGNEES.

### THE P. & O. S. N. Co.'s Steamship

### "SUMATRA,"

### FROM ANTWERP, LONDON, SUEZ, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Wharf, from whence  
delivery may be obtained on countersignature of  
Bills of Lading.

This vessel brings on Cargo—  
From Colombo, ex S.S. *Hindia*.  
From Madras, ex S.S. *Scindur*.  
Optional Goods will be landed here unless  
instructions are given to the contrary before 4  
P.M. TO-DAY.

Goods not cleared by the 11th instant at 4  
P.M. will be subject to rent.  
No Fire Insurance will be effected by me in  
any case whatever.

All damaged Packages must be left in the  
Godowns and a certificate of the damage  
obtained from the Godown Company within ten  
days after the Vessel's arrival here, after which  
no Claims will be recognized.

H. A. RITCHIE,  
Superintendent.  
Hongkong, 6th September, 1897. [1364]

## NOTICE TO CONSIGNEES.

### THE Company's Steamship

### "RIOJUN MARU,"

### FROM MIDDLESBOROUGH, ANTWERP AND SINGAPORE.

Having arrived from the above Ports, Consignees  
of Cargo are hereby informed that their Goods  
are being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Wharf, from whence  
delivery may be obtained on countersignature of  
Bills of Lading.

Optional goods will be landed here unless  
instructions are given to the contrary before Noon  
TO-DAY.

Goods not cleared by the 13th instant will be  
subject to rent.  
No Fire Insurance has been effected.  
All damaged packages must be left in the  
Godowns and a certificate of the damage  
obtained from the Godown Company within ten  
days after the Vessel's arrival here, after which  
no Claims will be recognized.

NIPPON YUSEN KAISHA.  
Hongkong, 6th September, 1897. [1365]

### AUSTRIAN LLOYD'S STEAM NAVI- GATION COMPANY.

## NOTICE TO CONSIGNEES.

### FROM SHANGHAI, KOBE AND YOKOHAMA.

### THE Steamships

"MARIA VALERIE" and "MEDUSA,"  
having arrived from the above Ports, Consignees  
of Cargo are hereby informed that their Goods  
are being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Wharf, from whence  
delivery may be obtained on countersignature of  
Bills of Lading.

No Claims will be admitted after the Goods  
have left the Godowns, and all claims must be  
sent in to the Undersigned before Noon on the  
13th instant, or they will not be recognized.

No Fire Insurance has been effected, and any  
Goods remaining in the Godowns after the 13th  
instant will be subject to rent.  
Bills of Lading will be countersigned by  
SANDER & Co.,  
Agents.  
Hongkong, 6th September, 1897. [1366]

# Today's Advertisements.

## TO LET.

### HOUSES at the PEAK.

Apply to  
H. L. DENNIS,  
Crown Solicitor's Office.  
Hongkong, 6th September, 1897. [1367]

### CHINA NAVIGATION COMPANY, LIMITED.

### FOR SWATOW AND SHANGHAI THE Company's Steamship

### "TAIWAN,"

### Capt. Hurdle, will be despatched as above TO- MORROW, the 7th instant, at 3 P.M.

### For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th September, 1897. [1368]

### AUSTRIAN LLOYD'S STEAM NAVI- GATION COMPANY.

### UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.

### STEAM FOR SINGAPORE, PENANG, RANGOON, COLOMBO, BOMBAY, KURACHIE, ADEN, SUZ, MASSOWA, PORT SAID, BRINDISI, VENICE, TRIESTE.

### (Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, ADRIATIC, and SOUTH AFRICAN PORTS.)

### THE Company's Steamship.

### "MEDUSA,"

### Captain T. Ludrovich, will be despatched as above TO-MORROW, the 7th instant.

### Cargo will not be received on board after 3 P.M. prior to date of sailing.

### For further information as to Passage and Freight, apply to SANDER & Co., Agents.

Hongkong, 6th September, 1897. [1369]

### SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

### FOR SAMARANG AND SOERABAYA THE Company's Steamship

### "MACHEW,"

### Captain Farrell, will be despatched as above on THURSDAY, the 9th instant, at Daylight.

### For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th September, 1897. [1370]

### CHINA NAVIGATION COMPANY, LIMITED.

### FOR TIENTSIN. THE Company's Steamship

### "KWEIFANG,"

### Captain On'evbridge, will be despatched as above on THURSDAY, the 9th instant, at Noon.

### For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th September, 1897. [1371]

### CHINA NAVIGATION COMPANY, LIMITED.

### FOR YOKOHAMA AND KOBÉ THE Company's Steamship

### "TSHAN,"

### Captain Ramsay, will be despatched as above on THURSDAY, the 9th instant, at Noon.

### For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th September, 1897. [1372]

### OCEAN STEAMSHIP COMPANY.

### FOR LONDON, VIA SUEZ CANAL. THE Company's Steamship

### "NESTOR,"

### Captain Asquith, will be despatched as above on FRIDAY, the 10th instant, at Noon.

### For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th September, 1897. [1373]

### MOGUL-WARRACK-MILBURN LINE.

### FOR NEW YORK, VIA SUEZ CANAL. THE Steamship

### "PATHAN,"

### to sail about 10th September, 1897.

### S.S. "BRAEMAR" to sail about 24th Sept., '97.

### S.S. "MOGUL" to sail about 9th October, '97.

### For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 6th September, 1897. [1374]

### AUSTRIAN LLOYD'S STEAM NAVI- GATION COMPANY.

### (UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

### STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KURACHIE, ADEN, SUZ, MASSOWA, PORT SAID, BRINDISI, VENICE, TRIESTE.

### (Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, ADRIATIC, and SOUTH AFRICAN PORTS.)

### THE Company's Steamship

### "MARIA VALERIE,"

### Captain S. Levi, will be despatched as above on FRIDAY, the 11th instant.

### Cargo will not be received on board after 3 P.M. prior to date of sailing.

### For further information as to Passage and Freight, apply to SANDER & Co., Agents.

Hongkong, 6th September, 1897. [1375]

### "MOGUL" LINE OF STEAMERS.

### FOR SHANGHAI, KOBE AND YOKOHAMA. THE Steamship

### "MACDUFF,"

### Captain Thomson, will be despatched as above on or about SATURDAY, the 11th instant.

### For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 6th September, 1897. [1376]

### OCEAN STEAMSHIP COMPANY.

### FOR LONDON, VIA SUEZ CANAL. THE Company's Steamship

### "PATROCLOS,"

### Captain Dickens, will be despatched as above on TUESDAY, the 28th instant.

### For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th September, 1897. [1377]

# Today's Advertisements.

## GOVERNMENT NOTIFICATION.

OWING to the recent 12 years, the present  
Issue of *One Dollar Slips* has been  
declared, by His Excellency the Governor, to be  
obsolete after one week from this date, and their  
SALE has been STOPPED.

Any person tendering such Slips at the  
Post Office, or any of its Agencies, on or before the  
31st December next will receive in exchange  
money or other stamps to the value tendered.

By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 6th September, 1897. [1378]

## PUBLIC AUCTION.

THE Undersigned have received instructions  
to Sell by  
PUBLIC AUCTION  
ON  
WEDNESDAY, the 8th September, 1897,  
at Noon,  
at their New Sales Room, 100, House  
SUNDAY OFFICE FURNITURE, &c.,  
&c.

One BILLIARD TABLE from N. L. ZARUS,  
&c.

One IRON SAFE.

at Cases JULES MUMM'S CHAMPAGNE,  
a Cases CLARET and One (dark TINTO  
WINE, &c., &c., &c.

TERMS OF SALE—As customary.  
HUGHES & HOUGH,  
Auctioneers.

Hongkong, 6th September, 1897. [1379]

## GOVERNMENT NOTIFICATION.

No. 350.

THE following Particulars and Conditions of  
Sale of Crown Land by Public Auction,  
to be held on the spot, on  
MONDAY,  
the 13th day of September, 1897, at 3 P.M., are  
published for general information.

By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 28th August, 1897. [1380]

Particulars and Conditions of the letting by  
Public Auction Sale, to be held on Monday, the  
13th day of September, 1897, at 3 P.M., by Order  
of His Excellency the Governor, of One Lot of  
CROWN LAND at North Point, in the Colony  
of Hongkong, for a term of 999 Years.

## PARTICULARS OF THE LOT.

No. of Lot.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1.	North Point	50 ft. x 50 ft. x 50 ft. x 50 ft.	10,000	36	675

DAKIN, CRUICKSHANK & Co.'s WATERS are  
made under the constant supervision of a duly  
qualified English Chemist and will bear com-  
parison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MENSES and  
other Large Consumers.

Any complaints should be addressed to the  
Manager.

Hongkong, 1st March, 1897. [1381]

## NOW READY!

## COMMERCIAL AND STATISTICAL PAPERS.

No. 1—APRIL, 1897.

Being reports of meetings of Companies and  
Corporations for periods ending 31st December,  
1896.

This pamphlet is published for the convenience  
of the Commercial Community and is for sale.

PRICE 1/6 PER COPY.

at the office of the  
"HONGKONG TELEGRAPH,"  
No. 6 Fadder's Hill.

Hongkong, 7th May, 1897. [1382]

## TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG  
TELEGRAPH" ARE MOST RESPECTFULLY  
REMINDED THAT ALL SUBSCRIPTIONS  
MUST BE PAID IN ADVANCE.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions,  
Advertisements, &c., be addressed to the "Manager, Hongkong  
Telegraph," and not to the Editor.

Letters on Editorial matters to be sent to "The Editor," and  
not to individual members of staff.

Communications intended for publication must be accompanied  
by the name and address of the writer, not necessarily for  
publication, but as evidence of good faith.

While the columns of the *Hongkong Telegraph* will always  
be open for the free discussion of questions of all kinds,  
the Editor does not in any way hold himself responsible for  
opinions thus expressed.

Advertisements are accepted for insertion in this paper on the  
condition that the advertiser will not insert the same for less  
than the published rates, and that the advertiser will not insert  
any advertisement which is not in accordance with the  
conditions of the *Hongkong Telegraph*.

The *Hongkong Telegraph* is published daily except on Sundays and  
Public Holidays. It is published at 10 o'clock in the morning.  
The *Hongkong Telegraph* is published at 10 o'clock in the morning.  
The *Hongkong Telegraph* is published at 10 o'clock in the morning.

Advertisements are accepted for insertion in this paper on the  
condition that the advertiser will not insert the same for less  
than the published rates, and that the advertiser will not insert  
any advertisement which is not in accordance with the  
conditions of the *Hongkong Telegraph*.

The *Hongkong Telegraph* is published daily except on Sundays and  
Public Holidays. It is published at 10 o'clock in the morning.  
The *Hongkong Telegraph* is published at 10 o'clock in the morning.  
The *Hongkong Telegraph* is published at 10 o'clock in the morning.

Advertisements are accepted for insertion in this paper on the  
condition that the advertiser will not insert the same for less  
than the published rates, and that the advertiser will not insert  
any advertisement which is not in accordance with the  
conditions of the *Hongkong Telegraph*.

The *Hongkong Telegraph* is published daily except on Sundays and  
Public Holidays. It is published at 10 o'clock in the morning.  
The *Hongkong Telegraph* is published at 10 o'clock in the morning.  
The *Hongkong Telegraph* is published at 10 o'clock in the morning.

Advertisements are accepted for insertion in this paper on the  
condition that the advertiser will not insert the same for less  
than the published rates, and that the advertiser will not insert  
any advertisement which is not in accordance with the  
conditions of the *Hongkong Telegraph*.

The *Hongkong Telegraph* is published daily except on Sundays and  
Public Holidays. It is published at 10 o'clock in the morning.  
The *Hongkong Telegraph* is published at 10 o'clock in the morning.  
The *Hongkong Telegraph* is published at 10 o'clock in the morning.

Advertisements are accepted for insertion in this paper on the  
condition that the advertiser will not insert the same for less  
than the published rates, and that the advertiser will not insert  
any advertisement which is not in accordance with the  
conditions of the *Hongkong Telegraph*.

The *Hongkong Telegraph* is published daily except on Sundays and  
Public Holidays. It is published at 10 o'clock in the morning.  
The *Hongkong Telegraph* is published at 10 o'clock in the morning.  
The *Hongkong Telegraph* is published at 10 o'clock in the morning.

Advertisements are accepted for insertion in this paper on the  
condition that the advertiser will not insert the same for less  
than the published rates, and that the advertiser will not insert  
any advertisement which is not in accordance with the  
conditions of the *Hongkong Telegraph*.

The *Hongkong Telegraph* is published daily except on Sundays and  
Public Holidays. It is published at 10 o'clock in the morning.  
The *Hongkong Telegraph* is published at 10 o'clock in the morning.  
The *Hongkong Telegraph* is published at 10 o'clock in the morning.

Advertisements are accepted for insertion in this paper on the  
condition that the advertiser will not insert the same for less  
than the published rates, and that the advertiser will not insert  
any advertisement which is not in accordance with the  
conditions of the *Hongkong Telegraph*.

The *Hongkong Telegraph* is published daily except on Sundays and  
Public Holidays. It is published at 10 o'clock in the morning.  
The *Hongkong Telegraph* is published at 10 o'clock in the morning.  
The *Hongkong Telegraph* is published at 10 o'clock in the morning.

Advertisements are accepted for insertion in this paper on the  
condition that the advertiser will not insert the same for less  
than the published rates, and that the advertiser will not insert  
any advertisement which is not in



Two seamen of the British ship *Asura*, named MacAsland and Hudson, were brought before the Magistrate to-day on the complaint of Capt. Morris for absconding themselves from the ship. They admitted the offence and were ordered to be returned on board after detention till to-morrow forenoon.

LATEST news about the attempts of the North Borneo Government to capture the notorious outlaw and murderer Mat Salleh is to the effect that Captain Reddie and Messrs. Farrar and Whitley left Sandakan on the 9th ultimo for Segat with a fresh force of police to give battle to the cunning chief, who was reported to be roaming about in that neighbourhood. Mat will probably be too miles away by the time the "army" gets within gun-shot of Segat.

In the Summary Jurisdiction of the Supreme Court to-day, before Mr. A. G. Wise, Police Judge, the suit Chan A Tong v. Yeung Sam, for \$300 for trespass, was resumed. Mr. H. L. Denys appeared for the plaintiff and Mr. Lockyer for the defendant. The defendant gave evidence that the place where he was quarrying stones was within the Dock Company's area, but his Lordship thought otherwise and gave judgment for the plaintiffs with costs and referred the amount of damages to the Registrar.

SIXTY. Courts brought a batch of eight persons, of whom two were women, before Mr. Wodehouse at the Magistrate's this morning. Two of them were charged with keeping a common gaming house at Tal-hok-tai and the others with gambling in the house. Inspector Butlin said the place had been suspected for some time. He found a lot of loaded dice in the premises and defendants were professional gamblers. The keepers were fined \$100 and \$75 each, the former having a previous conviction. The others were disposed of with fines of \$25 and \$10.

In the House of Commons on the 5th August Colonel Denys asked whether the negotiation in relation to the compensation to British subjects who lost relatives in the *Kow Shing* were approaching a satisfactory conclusion. Mr. Carson-I stated in reply to a previous question, that delay had been caused by the illness of the late Chinese Minister, who recently died. As soon as the new Minister arrived Lord Salisbury called his attention to the claim for the loss of the *Kow Shing*, and a note was received from him in June last stating that all the papers would be sent to Peking for the information of the Chinese Government, and that he would be acquainted with the nature of the instructions which he might receive, and with the views of the Chinese Government on the suggestion that the matter should be referred.

SOME of our Shanghai and Japan contemporaries are making what would appear to be a very unnecessary fuss about the alleged application of Russia for a suitable site on Deer Island, near Fusan, for a coaling station in the southern portion of Korea. The Russo-Korean treaty contains the "most favoured nation clause" and by it she acquires in Korea the same rights and the same privileges as are or may have been conceded to any other nation. For upwards of 200 years the Japanese have had a concession at Fusan. The land was ceded to Japan after the last invasion of Korea by the Tycoon's army, when the Chinese came to the rescue of Korea and drove the Japanese from Seoul to Fusan. For about a quarter of a century the Japanese have had a coaling station on Deer Island, which is *facto* the southern boundary of Fusan Harbour and is a little more than a stone's throw from the southernmost extremity of the Japanese settlement at Fusan. Seeing that Japan not only has a coaling station at Fusan but also at Chemulpo and Yonam is it unreasonable to assert that Russia has no right to make a demand for a similar concession and that the mere fact of such a demand is evidence that she seeks to disturb the peace of the Orient and intends to use Fusan as a base for operations. Russia now has a very large fleet in these seas and should she unfortunately get at Japanese heads with her ships could not look for supplies of coal in Japanese ports neither could she get coal from a neutral power. She therefore, it would appear, sees fit to prepare for all eventualities while yet there is time and is making arrangements for the use in winter of Khasch Bay, in the Gulf of Pechili, and of Fusan Harbour, in Korea. It seems probable, too, that she will be able to send her ships at Port Arthur to the near future. She is very generally credited with the intention to do so and it is believed that a branch of the Trans-Manchuria Railway will run from Tientsin to Port Arthur. The British Government, through Mr. Curzon, has stated its intention to prevent Korean harbours being used by any power for hostile purposes and so long as we maintain a strong fleet in these seas it will indicate, we think, that the British Government really desires to maintain the territorial integrity of Korea, which though a distant, commercially is nevertheless of considerable importance both from military and naval points of view.

#### RUNJOM.

The Secretary of the Port Jom Mining Company, Limited, courteously informs us that he has received the following telegram giving the result of the August clean-up:-

"The mill ran 29 days crushing 336 tons of ore yielding 84 ozs. of melted gold, 2,250 tons of headings crushed, yielding 145 ozs. of gold. Thirty-five tons of concentrates yielded for a yield of 25 ozs. The mill also ran 28 days treating 80 tons of tailings for a yield of 205 ozs. of bullion valued at 105,000 lbs."

#### NEWS FROM THE NORTH.

(From our Special Correspondent.)

Tientsin, August 25th.  
When the Russian Ambassador, who brought gifts from the Tsar to the Emperor, was in Peking recently they offered to China the services of a number of Russian officers to drill the Chinese army, *free of all expense*. This offer was declined on the ground that the soldiers might be unwilling to obey foreign officers.

The latest news from Vladivostok is that at least 200,000 soldiers are massed on the frontier near that port. This news is confirmed from Japanese sources. It is reported that a very large quantity of Russian arms and munitions are being sent to Vladivostok. Recently it was stated that a large quantity of rice had been purchased at Saigon for shipment to Vladivostok.

It may be remembered that in March last, the Russian Government, by a decree, had ordered that the Russian consuls in the various ports of the Pacific should be given the right to demand that the Chinese authorities should be bound to supply them with the necessary facilities for the maintenance of their consular establishments.

#### THE LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held this afternoon. His Excellency the Governor, Sir William Robinson, G.C.M.G., presided, and there were also present—Hon. J. H. Stewart Lockhart (Colonial Secretary), Mr. W. Chatham (Director of Public Works), Hon. F. H. May, C.M.G. (Captain Superintendent of Police), Hon. T. S. Smith (Colonial Treasurer), official members the Hon. C. F. Chater, C.M.G., Hon. J. J. P. Leving, Hon. T. H. Whitehead, Hon. E. M. Bellis, C.M.G., Hon. Dr. Ho Kai, Hon. Wei A Yok, unofficial members.

The minutes of the last meeting were read and confirmed.

A NEW MEMBER.  
Col. H. Elde, R.E., who will occupy Major General Black's position in the Council, during the absence of the latter officer, was duly sworn in by His Excellency and took his seat.

FINANCE COMMITTEE'S REPORT.  
On the motion of the Colonial Secretary the report of Finance Committee (No. 6) was adopted.

PUBLIC WORKS COMMITTEE.  
The Acting Director of Public Works submitted the report of the Public Works Committee (No. 5) and it was adopted.

SUPPLEMENTARY ESTIMATES.  
The Colonial Treasurer moved the first reading of a Bill entitled "An Ordinance to authorize the Appropriation of a Supplementary Sum of Three hundred and Forty-one thousand and Twenty-five Dollars and Thirty-seven Cents to defray the Charges of the Year 1896." Any remarks necessary would, he said, be reserved till the second reading.

The Colonial Secretary seconded the motion, which was agreed to.

INJECTED MILK BILL.  
The Colonial Secretary (in the absence of the Attorney-General) moved the first reading of a Bill entitled "An Ordinance to prevent the Spread of Infectious Disease arising from the consumption of contaminated or unwholesome milk." The Attorney-General, he said, would fully explain the bill.

The motion was carried unanimously.  
FIRE BRIGADE AMENDMENT ORDINANCE.  
The Colonial Secretary moved the first reading of a Bill entitled "An Ordinance to further amend the Hong Kong Fire Brigade Ordinance, 1853." He said that on the second reading full reasons would be given for the resolution.

The motion was carried.  
ADJOURNMENT.  
The Council then adjourned till Monday next at 3 p.m.

#### THE INTER-COLONIAL RIFLE MATCH.

Singapore, having suggested to Hongkong and Shanghai dates at the beginning of October as possibly suitable for the annual rifle match between the three places, it is found that the period during which the match will have to be fired will be necessarily put later to suit Shanghai. Hongkong replied on the 27th August: "Agree to Singapore's suggested dates but prefer match ten days later. No answer yet from Shanghai." [Hongkong had written to Shanghai.]

Shanghai replied on the 28th: "Impossible to shoot before November. Range closed at present. Leave you and Hongkong to settle dates." Singapore will now suggest to Hongkong and Shanghai as the most convenient date—30th October (a Saturday) to 14th November (a Sunday); that is to say, a fortnight, including an initial Friday and a terminal Sunday. *Singapore Extra Press.*

We are courteously informed by Mr. P. Smith, Hon. Sec. of the Hongkong Rifle Association, that he has received a letter from Shanghai which states that the date 30th of October to 14th November suits them. He says that Hongkong agrees and that he would wire to Singapore to-day to that effect.

The Hongkong team has not been picked yet.

#### THE STRAITS NOTES ISSUE.

The much debated *Currency Note Bill* was passed by the Straits Legislative Council on the 28th ultimo. The official majority "did the trick" at present. The Bill provides that "A currency note shall be a legal tender in the Straits Settlements of the amount expressed therein except a tender by the Commissioners at their office or a tender by any bank lawfully authorized to issue notes in redemption of its own notes."

Mr. Murray was strongly opposed to this. It was directed at the Banks, and if the currency notes were to be made legal tender they ought to be legal tender for everybody. The Governor said the Banks attempted to throw cold water on the scheme. "It is asserted that if the Ordinance were worked with only one place of encasement, the Banks would act illegally as they were advised—as to paper currency notes at a discount." The Bill, which will be submitted for Her Majesty's approval, provides that "no currency notes of the denomination of \$1 shall be legal tender for more than \$10."

#### COLONIAL TRADE.

[Globe, August 4th.]

"There is no cause for alarm, but there is cause for vigilance," is the significant sentence in which the Collector of Customs of Australia sums up with foreign trade as regards the Colony. The warning is generally applicable to all the others, and now that they have before them the Blue-book dealing with our trade with the Colonies, and the efforts of foreign competition, it is to be fervently hoped that our manufacturers and traders will bear in mind that the vigilance called for is of a very keen and unrelenting kind. It detracts nothing from the value of the searching inquiry instituted by Mr. Chamberlain, that in the result it tends only to confirm the views we have held and expressed all along as to the reasons why foreign competition has been effective against us in our own colonies. It is not a question of prices only; it is largely one of flexibility. In spite of many warnings, it does not seem even yet to have been brought home to the British trader that if he is to succeed in markets where he has not the advantage of a monopoly, he must accommodate his goods to the conditions of the market. At head and foot of the very able and exhaustive reports from Victoria and South Australia abundantly prove, it is not in the quality of our goods that we suffer, but in our trading methods. In advertising, in the presentation of samples, in packing, in the giving and withholding of credit, in the utilization of Consuls, as well as in the consideration of local requirements, the foreigner has gained an advantage over us, for the simple reason that he knows he is making his goods into an enemy's country, and takes an interest in doing so accordingly. The only remedy to such a policy is the adoption of a corresponding one by ourselves, and in that way there need be little doubt of the result. How dangerous to the success which has been won by our goods when our commercial enterprise may be getting from the fact that foreign goods are generally of a lower quality, and that we have acquired the habit of buying from the East.

#### THE BOXING TOURNAMENT.

The second Army and Navy Boxing Tournament took place at the Theatre Royal, City Hall, on Saturday night and proved even more successful than the first exhibition of the athletic art so far as attendance was concerned. Every seat on the ground floor of the building was occupied and many soldiers, sailors and civilians had to be content with standing room in the doorways. The circle was very well patronised, a large number of Chinese being noticed there and the fair sex was also represented. On the stage every seat was occupied and there must have been 150 persons present around the fight and left sides and rear of the ring. The general public, was well represented. Some of the leading business firms were in evidence, as well as the legal profession, visitors, and a very large number of naval and military officers, all of whom appeared to be interested in the sport and to be well satisfied with the way the programme was carried through. There was some difficulty at first in getting a referee or umpire and for the greater part of the opening bouts almost everybody was in the dark as to "who was who," both as regards ring officials and competitors. This was chiefly due to the fact that the contestants were not as clearly and fully announced as usual at tournaments of this kind.

Mr. J. Garner was the first to come forward, and in the usual "low well-chosen words" referred to the success of the last competition. That the audience would agree with him, was one of the best testimonials ever seen here, and the present one he hoped would be even better, and he followed by others better still. He was very glad to see so many representatives of the Army and Navy present, as it showed the interest they took in the game. In conclusion he asked that the audience would kindly keep order and refrain from remarks likely to discourage the men. There would be plenty of opportunity for applause at the proper time. Mr. Garner further announced that Q.M.S. W. Smith, R.N., had kindly consented to act as timekeeper for the bantam and lightweight bouts.

#### FIRST CONTEST.

The first contest was then called on the boxers being Ball, R. M. L., and Rutter, R. N. These men were in the bantam weight division and the blue jacket was the one who took the eye of the fancy. Both were in beautiful fettle but the sailor looked the more lithe and agile and his appearance gave the idea that he was as hard as nails.

The "fat" opened hostilities in short order, leading briskly for the marine's head. The latter dodged very nimbly, but it did not avail him much as Rutter got the range of his body and in some way got some very effective strokes with the right. Shortly after Rutter scored a clean knockout. Then the pair came to close quarters and some sharp give-and-take work ensued. The sailor certainly hit hardest and it was soon apparent that the other man's form, game as he was, was telling against him. The sailor got in early in the second round some telling body swings with the right and Ball stood to his guns manfully, planting straight rights and lefts on his opponent's dial. At one time Ball made a fine display, sending rights and lefts home clean and straight but the black-jacket took them quite cheerfully and was getting in more heavy cross-counters and body swings. In the third round Rutter opened the proceedings with two straight lefts on the head, followed by others of the same kind. Clinches were frequent and from one of them Ball when breaking away nearly felled his man. As a high class display of the art the spar had not much to commend it, but the game style in which both took their punishment and the way they ably generally kept the promise that, with plenty of practice and good training, both will be able to make a very creditable showing in the future. This display was only an exhibition spar.

#### SECOND CONTEST.

Vicars, R. N., and Haslam, W. Y., were the next to enter the ring. Vicars is the game little sailor who was defeated at the last tournament, and this time he had a bigger man before him. From the outset the soldier, who stilled well, acted on the offensive. The little fellow mixed it grandly with him in the exchanges and he took and gave some warm punishment. In the second round Vicars began to hit short and his handicap in the matter of reach was very apparent. Haslam boxed very neatly and some of his upshots got well home. He had a tough opponent, however, and the little tow-haired sailor fought him every moment with commendable pluck. Vicars hit out straight and clean but it was seen that he was out-classed by the soldier. Clinches were frequent and from some of these Vicars got home well on Haslam's body, but the latter discounted these by vicious straight right and left punches on the head and face. Round 4 saw Haslam sending out his left in capital style, and he received plenty of change from Vicars, whose blows, however, did not seem to have the same weight as before. In the fifth round Vicars made a capital show, getting on to Haslam's ribs with right and left swings, but there was no denial to those ugly lefts that were showered on his devoted head-works. In the sixth it was real doing work, sharp and fast being the order with both, and in the sixth round the pluck of the sailor was greatly admired. He was suffering from the swelling of his head, and he came up each time as willing as possible. The body hit he got from Haslam was telling on him at last, yet he hit out straight all the time. At the finish of the sixth round Mr. Garner announced that the referee (Dr. Arthur) had decided that Haslam had the best of the contest. The many soldiers present received the decision with loud applause. It is a pity Vicars is not pitted against a youth of his own class.

#### THIRD CONTEST.

In this event two cracks in the heavyweight class gave a three-round spar. One was Parker (R.A.) and the other Ravenor (R.E.). Both men are reputed clever at the game, but the style of Ravenor was most admired. At head and foot of the very able and exhaustive reports from Victoria and South Australia abundantly prove, it is not in the quality of our goods that we suffer, but in our trading methods. In advertising, in the presentation of samples, in packing, in the giving and withholding of credit, in the utilization of Consuls, as well as in the consideration of local requirements, the foreigner has gained an advantage over us, for the simple reason that he knows he is making his goods into an enemy's country, and takes an interest in doing so accordingly. The only remedy to such a policy is the adoption of a corresponding one by ourselves, and in that way there need be little doubt of the result. How dangerous to the success which has been won by our goods when our commercial enterprise may be getting from the fact that foreign goods are generally of a lower quality, and that we have acquired the habit of buying from the East.

on Parker's jaw and if he had had sufficient weight the blow would have thrown him on his back. As it was it fairly lifted the gunner off his feet. At the last call of time both men were loudly applauded.

#### SECOND MEETING OF NORTHCOLE AND CUSACK.

After the five 20-round display made by the Army and Navy heavyweights at their last meeting, it was only natural that their second appearance should cause keen interest. The announcement of the men's names was received with much cheering. Mr. Garner, on behalf of the men themselves, and also for the public, asked that strict order should be kept during the contest. He had pleasure in notifying that Mr. E. Robinson and Mr. G. Morrison, P. W. D., had consented to act as judges, Messrs. W. Farmer and Q. M. S. Smith would take the time, and Dr. Barnes, of the steamer *Victoria*, would officiate as referee. Hearty applause went up as the men entered the ring. Cusack wore a red jersey and white knickerbockers, with a white stripe, and no single, his elaborate tattooing being the only sign of an upper garment. On tossing for corners Northcole got the first left corner. The blue jacket had as his attendants Mr. Williams, of Bay View, and A. E. Vicars, R.N., while Sergeant Warner, R.E. and Sapper Parker, R.E., looked after the interests of the soldiers' pet.

Dr. Barnes fell called upon to "speak a piece" before hostilities opened. With a tactfully scientific dry American accent, he said he was just a little out of place that night, but he had had the privilege of refereeing a number of such contests and he trusted this one would be according to the rules. If he should err in his decisions he would take unto himself the privilege of conferring with the judges on matters in dispute. He further pointed out that there in the ring were better able to judge of the value of a blow than persons in the audience at a distance, the same as at a football match. He then called upon the men to shake hands and retire to their corners. The doctor then carefully examined the gloves and ordered some loose ends of the wrist-tapes to be cut as they might be a danger to the boxers' eyes.

Round 1 saw both men spring quickly to their feet. Both were in excellent condition and it was soon apparent that they had not been idle since the last encounter. Cusack had a far better right hand than his opponent, and he spared much more "graciously" than on the last occasion. Northcole adopted his old style but he seemed to have greatly improved in working with his head, and his foot practice showed a great improvement. The round opened with some cautious work on either side and then Northcole sent the left home on Cusack's head. Cusack was quick to mix it and several times clinches took place. That left of Cusack's was quickly in play and he also tried some heavy swings with the right on the body. The Army man at one time fought the sailor to the ropes, taking a number of lefts and rights on his face and neck. Once Northcole planted a heavy one on Cusack's head with the right, that all but knocked him off his feet. Many of Cusack's blows fell short. Both men did some neat countering in body hits and they were well applauded at the finish of the round.

In round 2 Cusack showed excellent style in opening but both boxers were illiberal in leading. The sailor landed on the ribs with the left and got a heavy return on the head. A clinch, and Cusack tried a heavy right swing on the body, which was prettily countered. The honours were easy in the round both getting home ill-roaders and showing that they had an improved idea regarding the hardness of each other's heads. Cusack's superior reach stood him in good stead as before.

In the third round both played for wind and an opening for a while, and then the sailor found Cusack's ribs with his right, taking a couple of heavy ones on the head in return. At close quarters he gave and took and the sailor scored a perfect glancing blow on the forehead. A cut over the left eye received on board ship times ago opened and the blood was rather troublesome, but the small man sallied in and took those fearful lefts like snow-flakes. Cusack tried some hard jobs with the left but they proved too slow. Then he used a hitting-down blow ("choppers" they are called) but the great agility of the sailor made them ineffective. Northcole got a fine left on Cusack's ribs and there were cries of "Foul!" The referee at the end of the round said he had been watching very carefully and that the blow was not a foul.

Round 4 found Northcole pushing matters, and visiting the other man's face and body with both maulers. Clinches often occurred and after some rapid exchanges Northcole slipped. Then followed more good fighting of a very even nature. Northcole got home on the head with left and right and Cusack balanced affairs with a right jab on the chest that would have felled most men. All through the round Cusack boxed very carefully, guarding and countering to be before the blow.

Round 5—Both at close quarters serving it out with a will. It was given and taken nearly all the time, Cusack's ability in "stalling his out" saving him some heavy punishment. Northcole played determinedly for the body but the tall man declined the attention, and sent back his compliments on the head and neck of the tar.

Round 6 was opened by Northcole landing a warm right on Cusack's face, well followed up with a left in close quarters. The sailor showed that he wished to shorten the affair and a number of clinches were made to avoid punishment. The call of time found them both looking well.

Round 7 saw little change. Both were cautious at the opening and they went in for quick exchanges. Northcole used both hands freely and Cusack tried some body blows that fell short. Some of the soldier's swings if they had reached their mark, should have shortened the contest. But the other man was too active and generally escaped them.

Round 8 very compressed of fast and heavy fighting with neither having much the best of it. Both were again very careful in attacking and Cusack caught his man napping several times.

In round 9 Cusack swung his left with success for the sailor's head several times, and in return took some punishment on the ribs. More clinches and exchanges on head and neck finished the round.

Round 10 opened with both men at short range and Cusack landed heavily with his right on Northcole's head. The latter was not backward in the use of his right and left. In the 11th round there was not much to choose, as both gave out punishment liberally. Both men went for the body repeatedly and there was some exciting in-fighting. The 12th round was marked by Northcole's clever head work, and it was thought that Cusack was trying for a knock-out.

Round 13 was of pretty much the same character as the last. Body blows were repeatedly tried, but the men were so well matched that neither appeared to have any advantage. In round 14 it looked as if the sailor was going to win, his left with right and left appearing for the moment to send Cusack groggy. Certainly when "time" was called the Army man looked as though he was very much "done up."

In the 15th round Cusack was more the winner again and he had his left in the soldier's

order, sending it home frequently. The punishment appeared to affect Northcole little, if at all. Round 16 was a variety of blows and the work each man successively getting home on head and body. Neither looked the worse for it, but Cusack's singlet was like a butcher's shirt after a busy day, the blood from his mouth covering the front of it.

Both went to work carefully in round 17 and some skillful countering was shown by both. Cusack often got in good work by rushing, swinging his right with effect occasionally. Round 18 had little to distinguish it from the last, but Cusack went in for so many round-arrows with its right. Northcole was always out of the way of these, but took and gave warm raps on the face.

Round 19 opened with both leading at once. Then exchanges followed in which Cusack again used his right very well. The blows had no effect on Northcole, who fought every lack of the way with indomitable pluck and sent home some hot shots.

The 20th and last round started with a "shake hands" on the call of the referee. Cusack adopted the active offensive, playing mainly for the head, but he received some on the ribs in return. The round closed with Cusack trying swings for the head, all of which were cleverly avoided.

Both men were loudly applauded at the finish and neither looked very much the worse for the long and game contest.

Dr. Barnes, after a short interval, announced that the judges had declared the contest a draw, one man's head being balanced by the counter of the other. He coincided with the judgment and said the men had fought in a very gentlemanly manner throughout. (Applause.) It had been suggested that they should box longer but one man (Northcole) declined, and as they only agreed to box 20 rounds nothing more was to be done.

#### FIRE ASSURANCE ASSOCIATION.

Singapore, Aug. 28th.

The annual meeting of the Fire Assurance Association was held yesterday afternoon, at the Exchange, Mr. G. T. Baily presiding. The report and accounts were unanimously passed without discussion. It was resolved to accept the invitation of the Foreign Office Committee of London to become affiliated with them as a first-class Association, and satisfaction was generally expressed at this result of a long correspondence on the matter. Some discussion took place on the question, introduced by the Chairman, of the formation of a salvage corps. It seemed that the outgoing Committee strongly recommended that such a corps should be formed, but they did not make any specific proposal. The meeting was evidently in favour of the establishment of a volunteer corps, it being pointed out that very often a number of gentlemen interested in insurance matters were present at fires, and if they were constituted into an organized body, with power to employ coolies, they could often save a lot of valuable material that the insured would not take the trouble to save. It was left to the Committee, which was re-elected *ad hoc*, to take the question into their serious consideration. A vote of thanks to the Chairman concluded the meeting.—*Straits Times.*

#### NEW RUSSIAN TRANS-PACIFIC STEAMSHIP LINE.

SAN FRANCISCO THE EASTERN TERMINUS.

San Francisco, August 2nd.  
According to the statement of two distinguished Russians who are now guests at the Palace Hotel, arrangements are being made to put on a powerful line of steamships between San Francisco and Vladivostok, the eastern terminus of the Trans-Siberian Railway, and it is asserted that the new Russian line will be in operation probably within a year, or at least long before the completion of the big railway across Siberia.

The visitors are Mr. Alex. R., who has been ordered to Korea as the representative of the Imperial Russian Minister of Finance, with the title of Consul-General of State, and his assistant, Lieutenant Garfield, who until recently has filled the position of secretary in the Department of Commerce of which Prince Hilioboff, who was at San Francisco in an official capacity last year, is the presiding Minister.

"If the plans are not already matured for the steamship line between San Francisco and Vladivostok, they will be in the very near future," said Lieutenant Garfield when seen at the Palace last evening. "It is now finally decided that the Trans-Siberian Railway will run through Manchuria, and will have a terminus at some point where an open harbour will be the highest advantage. There will also be a terminus at Vladivostok, and it is expected that the port will do a large business with San Francisco even before the line is completed across the country. San Francisco is the natural port of entry for ships from the Orient, and when Russia's railroad is completed it is expected that much business that now goes via other channels will be naturally diverted to the overland route."

It will then be possible to go from San Francisco to Vladivostok in fifteen days, and from Vladivostok to St. Petersburg in twelve days more. That will be travelling the like of which has never been thought of before by globe trotters. In the meantime the steamer line between them and Vladivostok will be established. The vessels for the line will be built in Russia in the near future.

"Another steamer line in which Russia is interested, viz., that running between Vladivostok and Odessa, on the Black Sea, is to be begun as soon as the ships can be built. The line now comprises three ships. Four more powerful companies are now being built for the service, and it is expected to have them completed and ready for use inside of two years. The keels of the ships were laid some time ago, and it is probable that they will be finished in eighteen or twenty months. These vessels will make the most powerful of any running from the Orient through the Red Sea, and it is expected that considerable business will be furnished the big ships by the new set of ocean steamships that are to be put on the run from San Francisco to the Siberian port."

The visitors would not discuss political affairs in the Orient. They had no hesitancy in saying that Russia's interests in Korea required the sending of a more important diplomatic corps, and they are going there for that purpose. Beyond that they were not inclined to discuss political affairs. The two distinguished Russians will leave for the Orient on the steamer *Chukotka* on the 10th inst.

CHINA AND HONGKONG DOCK RETURN.

#### NOT A N D A.

##### CALENDAR.

Metorological means based on 100 years' observations 1853.

Barometer	29.818
Thermometer	80.1
Humidity	77
Rainfall	8.38

##### TO-DAY.

On data at On data at  
10 a.m. 4 p.m.  
Barometer 29.87 29.77  
Thermometer 80 87  
Humidity 75 61  
Rainfall

##### T-M-DAY.

Monday, 6th September, 1897.  
Chinese—10th of 8th moon of 33rd year of Kwong-shi.  
Jewish—9th Elul, 5657.  
Mohammedan—8th Rabi' II, 1315.  
Sun—Rises 5hr. 45min.  
Sets 5hr. 10min.  
High water—Morning 5hr. 10min.  
Low water—Afternoon 5hr. 50min.  
No inferior high or low water.

##### ANNIVERSARIES.

1869—R.H. Prince Alfred received by the Mikado of Japan.  
1891—The American ship *Kilauea* wrecked near the Looe Hook.  
1895—Amoy and vicinity reported free from plague.

##### TO-MORROW.

Tuesday, 7th September, 1897.  
Chinese—11th of 8th moon of 33rd year of Kwong-shi.  
Jewish—10th Elul, 5657.  
Mohammedan—9th Rabi' II, 1315.  
Sun—Rises 5hr. 45min.  
Sets 5hr. 10min.  
High water—Morning 5hr. 10min.  
Low water—Morning 5hr. 19min.  
No inferior high or low water.

##### SHIPPING.

1897—Copenhagen taken by the British.  
1891—On the 1st of Dr. T. A. Greig at Kilauea, Hawaii.  
1893—Australian barque *Florence Treat* wrecked on Breaker Point with a loss of 20 lives.

##### SHARE MARKET.

LATEST QUOTATIONS.  
China Sea 215, 216.

##### SHIPPING AND MAIL NEWS.

MAILS DUE:  
American (*Delic*) 10th inst.  
Indian (*Satyra*) 10th inst.  
French (*Satyra*) 11th inst.  
Australian (*Yamashiro Maru*) 17th inst.  
Australian (*Gulfrida*) 18th inst.  
Canadian (*Empress of Japan*) 15th inst.  
English (*Mitsushima*) 10th inst.  
American (*Pera*) 22nd inst.  
German (*Freudent*) 23rd inst.  
French (*Colombien*) 25th inst.  
American (*Collier*) 21st inst.  
English (*Thames*) 21st inst.  
Canadian (*Empress of China*) 6th inst.  
German (*Sachsen*) 21st inst.

THE Agents (Messrs. Jardine, Matheson & Co.) inform us that the steamship *Satyra* from Calcutta and Straits, left Singapore for this port on the 4th inst. at 4 p.m.

THE O. & O. S. S. steamer *Coffin* with mails, etc., left San Francisco for this port via Honolulu, Yokohama, Island Sea, Kobe, Nagasaki and Shanghai, on the 2nd inst.

THE Agents (Messrs. Dodwell, Carill & Co.) inform us that the "Mogul" Line steamer *Maiden* left Singapore for this port on the 4th inst. and is due here on about the 10th inst.

THE Canadian Pacific Railway Co's steamer *Empress of India* arrived at Nagasaki at 2 a.m. to-day, and will leave the same day at 8 p.m. for Kobe, where she is due to arrive at 8 p.m. to-morrow.

We are informed by the Agents (Messrs. Shaw, Son & Co.) that the "Shirao" Line steamer *Flintshire* from London



# Intimations. CAN'T STOP IT! A TIDAL WAVE OF POPULARITY.

THE  
BEST.MOST  
WHOLESOME

## BEER.

WATKINS &amp; CO., Sole Agents for Hongkong.

### A WORD TO MOTHERS.

You do not always know the real cause of emaciated tendencies of your babies, or just why your children are thin and pale. You do not know. What you want is a cure for whatever ails them.

### Scott's Emulsion

is endorsed by the medical profession as an ideal nourishment during periods of illness. It contains the essential elements for increasing vitality, giving flesh and making solid bones. It cures Rickets, Marasmus, and all other diseases of children, and makes the children robust, strong, and healthy. Prepared by SCOTT & BOWNE, Limited, London. All Chemists.

Sole Agents for Hongkong and the Empire of China: WATKINS &amp; Co., Hongkong.

### SERRAVALLO'S FERRUGINOUS QUININE.

THE GREAT AUSTRIAN TONIC  
OF  
PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an

EXQUISITE TASTE.

Sole Agents for Hongkong:—

A. S. WATSON &amp; Co.

Hongkong, 1st September, 1897.

WORTH A GUINEA A BOX.

### BEECHAM'S PILLS

FOR ALL  
BILIOUS AND NERVOUS DISORDERS  
SUCH AS  
SICK HEADACHE, CONSTIPATION,  
IMPAIRED DIGESTION,  
DISORDERED LIVER,  
AND FEMALE AFFECTIONS.

ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor—  
THOMAS BEECHAM, St. Helena, England.  
SOLE AGENTS FOR HONGKONG AND THE  
EMPIRE OF CHINA:—

WATKINS &amp; CO.

APOTHECARIES' HALL, 66, Queen's Road Central, HONGKONG.

### LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS  
AND WATCHMAKERS.  
Sole Agents in the East for the amalgamated  
CLARKE, HUMBER and GLADSTONE Co., Ltd.,  
DUNLOP TYRES' BICYCLES. PRICE \$15. A  
special reliable Watch made for this Climate  
Quality A.....\$16  
Quality B.....\$12  
10, QUEEN'S ROAD CENTRAL,  
Opposite the Telegraph Office.

47

### TAKE NOTE

IT IS UNIVERSALLY ADMITTED THAT  
TO indicate the exact use of words, no  
DICTIONARY can compare with the New  
Edition of

### WEBSTER'S DICTIONARY.

At the office of the Hongkong Telegraph you  
can see, and procure for SIX DOLLARS, a Copy  
of the Webster of Webster, the latest and most  
emphatic proof that Labor omnia vincit.

Hongkong, 17th May, 1897.

821

### SIEN TING.

SURGEON DENTIST,  
No. 10, D'ARVILLE STREET.  
TERMS VERY MODERATE.  
Consultation free.

Hongkong, 27th September, 1897.

14

### Shipping.

#### STEAMERS.

"BEN" LINE OF STEAMERS.  
FOR NEW YORK, VIA SUEZ CANAL.  
THE Steamship

"BENALDER,"  
Captain Thomson, will be despatched as above  
on or about 10th September.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 30th August, 1897.

1153

THE OREGON RAILWAY AND  
NAVIGATION COMPANY'S  
PACIFIC STEAMSHIP  
LINE.

#### CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1897.

Flintshire... [Saturday]... 11th September.

TAKING PASSENGERS AND CARGO FOR UNITED  
STATES AND CANADA AT THROUGH RATES.

THE Steamship

"FLINTSHIRE"  
will be despatched hence for PORTLAND,  
OREGON, via KOBÉ and YOKOHAMA, on  
SATURDAY, the 11th instant, calling at  
NAGASAKI and other intermediate ports.  
Consular Invoices of Goods for United States  
Points should be in QUADRUPPLICATE; and one  
Copy must be sent forward by the Steamer to  
the care of the GENERAL FREIGHT AGENT,  
Oregon Railway and Navigation Co., Portland,  
Oregon.

For further information as to Passage and  
Freight, apply to

SHEWAN, TOMES &amp; Co.,

Agents.

Hongkong, 3rd September, 1897.

1333

### Shipping.

#### STEAMERS.

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

MONTHLY SERVICE.

FOR NAGASAKI AND KOBÉ.

THE Company's Steamship

"RIOJUN MARU,"  
Captain W. Townsend, will be despatched for  
the above Ports TO-MORROW, the 7th instant,  
at Daylight.

For Freight or Passage, apply to  
NIPPON YUSEN KAISHA.

Hongkong, 6th September, 1897.

1349

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAILONG,"  
Captain Hodgkin, will be despatched for the  
above Ports TO-MORROW, the 7th instant,  
at Noon.

For Freight or Passage, apply to  
DOUGLAS LARRAIK & Co.,  
General Managers.

Hongkong, 6th September, 1897.

1355

FOR SINGAPORE, PENANG AND  
CALCUTTA.

THE Steamship

"CATHERINE APCAR,"  
Captain E. Fey, will be despatched for the  
above Ports TO-MORROW, the 7th instant, at  
3 P.M.

For Freight or Passage, apply to  
DAVID SASSOON, SONS & Co.,  
Agents.

Hongkong, 6th September, 1897.

1347

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

MONTHLY SERVICE.

FOR MARSEILLES, LONDON AND

ANTWERP.

VIA SINGAPORE, COLOMBO AND PORT

SAID.

THE Company's Steamship

"TOSA MARU,"  
Captain C. Hillcoat, will be despatched as above  
TO-MORROW, the 7th September, at 4 P.M.

For Freight or Passage, apply to  
NIPPON YUSEN KAISHA.

Hongkong, 2nd August, 1897.

1293

THE CHINA AND MANILA STEAMSHIP  
COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"ZAFIRO,"  
Captain Cobban, will be despatched for the  
above Port TO-MORROW, the 7th instant, at  
5 P.M.

This Steamer has Superior Accommodation  
for Passengers.

For Freight or Passage, apply to  
SHEWAN, TOMES & Co.,  
General Managers.

Hongkong, 4th September, 1897.

1357

AUSTRIAN LLOYD'S STEAM NAVIGA-  
TION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN

GOVERNMENT.)

STEAM FOR

SINGAPORE, PENANG, COLOMBO,

BOMBAY, KURRACHEE, ADEN, SUEZ,  
MASSOWA, PORT SAID, BRINDISI,  
VENICE, FIUME, AND TRIESTE.

Taking Cargo at through rates for CALCUTTA,  
MADRAS, PERSIAN GULF, RED SEA, BLACK  
SEA, LEVANT, ADRIATIC, and SOUTH  
AFRICAN PORTS.)

THE Company's Steamship

"MARIA VALERIE,"  
Captain S. Love, will be despatched as above  
TO-MORROW, the 7th September.

Cargo will not be received on board after 3  
P.M. prior to date of sailing.

For further information as to Passage and  
Freight, apply to

SANDER &amp; Co.,

Agents.

Hongkong, 30th August, 1897.

1148

NOTICE TO SHIPPERS.

FOR NEW YORK, VIA SUEZ CANAL.  
THE Steamship

"MORVEN,"  
will be despatched as above, about 15th Sept.,  
at 11 A.M.

For Freight, apply to  
MELCHERS & Co.,  
Agents.

Hongkong, 17th August, 1897.

1162

SAILING VESSEL.

FOR SAN FRANCISCO.

THE 100 A British Ship

"FALLS OF DEE,"  
Lock, Master, shortly expected, will load here  
for the above Port, and will have quick despatch.

For Freight, apply to  
SHEWAN, TOMES & Co.

Hongkong, 4th February, 1897.

1244

FOR SAN FRANCISCO.

THE 100 A British Ship

"HEATHBANK,"  
McKeehan, Master, shortly expected, will load  
here for the above Port, and will have quick  
despatch.

For Freight, apply to  
SHEWAN, TOMES & Co.

Hongkong, 26th August, 1897.

1322

FOR PORTLAND, OREGON.

THE French Barque

"DUGUESLIN,"  
Dejole, Master, will load here for the above  
Port, and will have quick despatch.

For Freight, apply to  
SHEWAN, TOMES & Co.

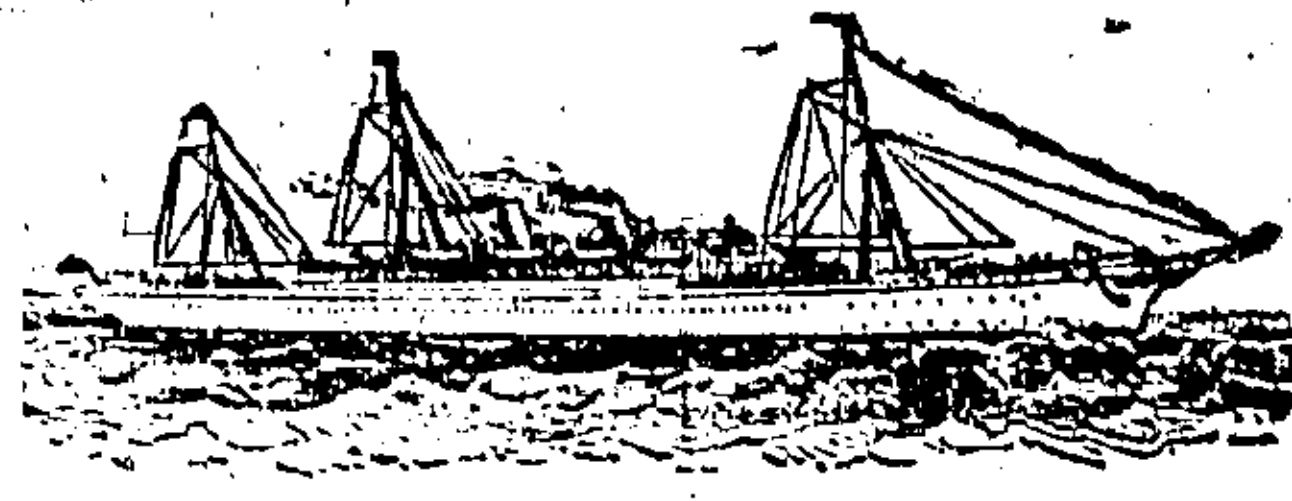
Hongkong, 30th August, 1897.

1333

### Mails.

#### CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA

AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R.....WEDNESDAY, 29th September.

EMPRESS OF CHINA...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 27th October.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R.....WEDNESDAY, 24th November.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA  
OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12  
DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey (avoiding the rough  
passages generally experienced in the latitudes further South) and make connection at Vancouver  
with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC  
RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE  
ATLANTIC, WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax,  
New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the  
Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return  
tickets at various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,  
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS  
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS  
(the Company having received the highest award for same at recent Chicago World's Exhibition),  
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the  
Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by  
the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,

Paddis Street.

Hongkong, 1st September, 1897.

13

OCCIDENTAL & ORIENTAL  
STEAMSHIP  
COMPANY.

TAKING CARGO AND PASSENGERS TO

JAPAN, THE UNITED STATES,

MEXICO,

CENTRAL AND SOUTH AMERICA, AND

EUROPE.

VIA

THE OVERLAND RAILWAYS,

AND

ATLANTIC AND OTHER CONNECTING

STEAMERS.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belgia (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 21st Sept., at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 9th Oct., at Noon.

Gaule (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Thursday, 28th Oct., at Noon.

THE Company's Steamship

"BELGIC"  
will be despatched for SAN FRANCISCO, via  
SHANGHAI, NAGASAKI, KOBÉ, INLAND  
SEA, YOKOHAMA AND HONOLULU on  
TUESDAY, the 21st September, 1897, at Noon.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at Honolulu,  
and passengers are allowed to break their  
journey at any point en route.

Through Passage Tickets granted to England,  
France and Germany by all trans-Atlantic lines  
of Steamers, and to the principal cities of the  
United States or Canada. Rates, and particu-  
lars of the various Routes may be obtained  
upon application.

Special rates (First-class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic and Civil Services, to European  
Officials in service of China and Japan, and to  
Government officials and their families.

Passengers who have paid full fare, re-embark-  
ing at San Francisco for China or Japan (or vice  
versa) within one year, will be allowed a dis-  
count of 10 per cent. This allowance does not  
apply to through fares for China and Japan  
to Europe.

All PARCEL PACKAGES should be marked to  
address in full; and same will be received at  
the Company's Office until FIVE P.M. the day  
previous to sailing.

Consular Invoices to accompany Cargo des-  
tined to Points beyond San Francisco, in the  
United States, should be sent to the Company's  
Office, addressed to the Collector of Customs,  
San Francisco.

For further information as to Freight or  
Passage, apply to the Agency of the Company,  
No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 2nd September, 1897.

12

F. BLACKHEAD & CO.,  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
NAVAL CONTRACTORS  
AND GENERAL COMMISSION  
AGENTS.

PRAYA CENTRAL HONGKONG.

SOAP MANUFACTURERS.

SOLE AGENTS FOR  
HARTMANN'S RAHTIEN'S GENUINE  
COMPOSITION RED HAND PAINT.  
HARTMANN'S GREY PAINT.  
DAIMLER'S PATENT MOTOR LAUNCHES  
&c., &c.

Sole Agents for  
FERGUSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.

EVERY KIND OF  
SHIP'S STORES AND REQUISITES  
ALWAYS IN STOCK  
AT  
REASONABLE PRICES.

Hongkong, 1st May, 1897.

12

### Mails.

#### NORTHERN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to  
the very cheap rates offered by this Line  
to the Pacific Coast and the INTERIOR,  
EASTERN CITIES OF THE UNITED STATES and  
CANADA and to EUROPE.

HONGKONG to LONDON £47.  
Excellent accommodation. First-class Table,  
Doctor and STEWARDESS carried.

HONGKONG to NEW YORK £41.  
The Railroad travelling is second to none on  
the American Continent. Magnificent Scenery  
of the Rocky and Cascade Mountains. The  
Yellowstone National Park route. Passen-  
gers to EUROPE may proceed by use of the first  
class ATLANTIC MAIL LINE.

HONGKONG to TACOMA £18.  
Rates of Passage to other Ports on application.  
Special rates allowed to members of Govern-  
ment Services.

PROPOSED SAILINGS FROM  
HONGKONG.

(SUBJECT TO ALTERATION.)

Victoria ..... [3.107] Tuesday... 1 Sept. 97.

Olympia ..... [3.608] Tuesday... 1 Oct. 97.

Columbia ..... [3.505] Tuesday... 1 Oct. 97.

Tacoma ..... [3.519] Tuesday... 1 Nov. 97.

Victoria ..... [3.167] Tuesday... 1 Nov. 97.

Olympia ..... [3.608] Tuesday... 1 Dec. 97.

THE Steamship

"VICTORIA,"  
Captain J. Pantou, R.N.R., sailing at Noon, on  
TUESDAY, the 7th September, will proceed to  
VICTORIA (B.C.) and TACOMA (Wash.), via  
FOOCHOW, SHANGHAI, KOBÉ and YOKO-  
HAMA.

Through Bills of Lading issued to Japan,  
Pacific Coast Ports, and to Canadian and  
United States Ports.

Consular Invoices of Goods for United States  
Ports should be in quadruplicate; and one  
copy must be sent forward by the steamer to  
the care of the Freight Agent, Northern Pacific  
Railway, Tacoma, Wash.

Parcels must be sent to our Office (with address  
marked in full) by 5 P.M., on the day previous to  
sailing.

For further information as to Passage or  
Freight, apply to

DODWELL, CARLILL &amp; Co.,

General Agents.

Hongkong, 17th August, 1897.

14



#### THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL and  
AMERICAN PORTS.)